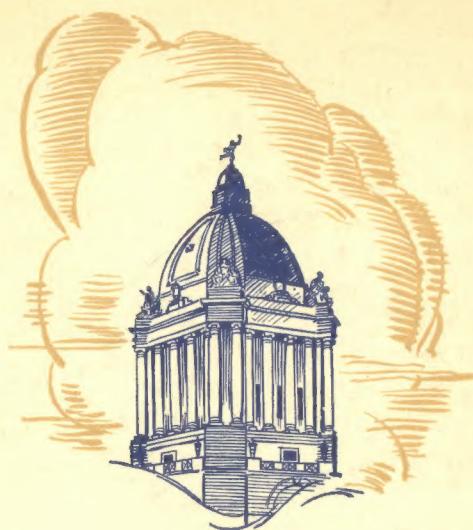


OFFICIAL SOUVENIR PROGRAMME



ROYAL  
WELCOME  
WEEK  
*Winnipeg*



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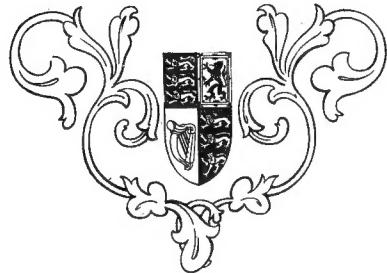


M67



# Official Souvenir Programme

ROYAL  
WELCOME  
WEEK



WINNIPEG • MANITOBA

MAY • 20 • 27 • 1939



H I S   M A J E S T Y   K I N G   G E O R G E   V I



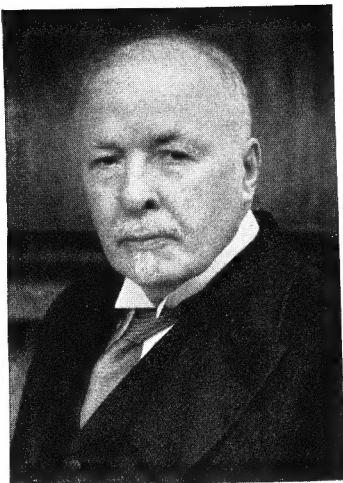
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GREETINGS FROM  
THE HONOURABLE  
*W.J. Tupper* K.C., LL.D.  
LIEUTENANT-GOVERNOR OF MANITOBA



On May 24th of this year, Manitoba will have the great privilege and honour of greeting Their Majesties, King George VI and his beloved Consort Queen Elizabeth, on the occasion of their tour through Canada. This Royal visit will afford our people an opportunity to witness a truly historic spectacle, because, never before has any self-governing Dominion been privileged to welcome a British reigning Sovereign on its own soil.

That Their Majesties will receive a most enthusiastic and loyal welcome is already presaged by the preparations which are being made to receive them, thus expressing our devotion and unswerving loyalty to Their Majesties, and our appreciation of the benign democratic institutions and absolute freedom which come to us from our allegiance to the British Throne.

The occasion will surely inspire our growing youth to hold fast to those British ideals which constitute their most precious heritage.

*W.J. Tupper*  
Lieutenant Governor of Manitoba.



## CANADA'S KING AND QUEEN COME HOME

*Condensed from an Article by Wm. Geo. Fitz-Gerald  
("Ignatius Phayre") in National Home Monthly*

**O**N A bright May-day, now fast approaching, eager watchers in the lofty Citadel of Quebec will hail the floating fortress—"Palace" of their King and Queen. This is the stately battle-cruiser, "Repulse" which Portsmouth experts at home transformed for a voyage that must write history in the Two Americas. Escorted by two lesser warships, the "Repulse" is well chosen for this epoch-making tour. She is an excellent sea-boat as well as a flagship whose "housing" accommodation is unusually spacious. All that was needed was to remove a few gun-mountings to install extra cabins and provide a new "Tea-deck." Her first cost, so far back as 1916, was £3,117,204. Then this giant weapon of naval warfare had an overhaul to guard her from submarine and air-attacks; upon these changes a further £1,400,000 was spent.

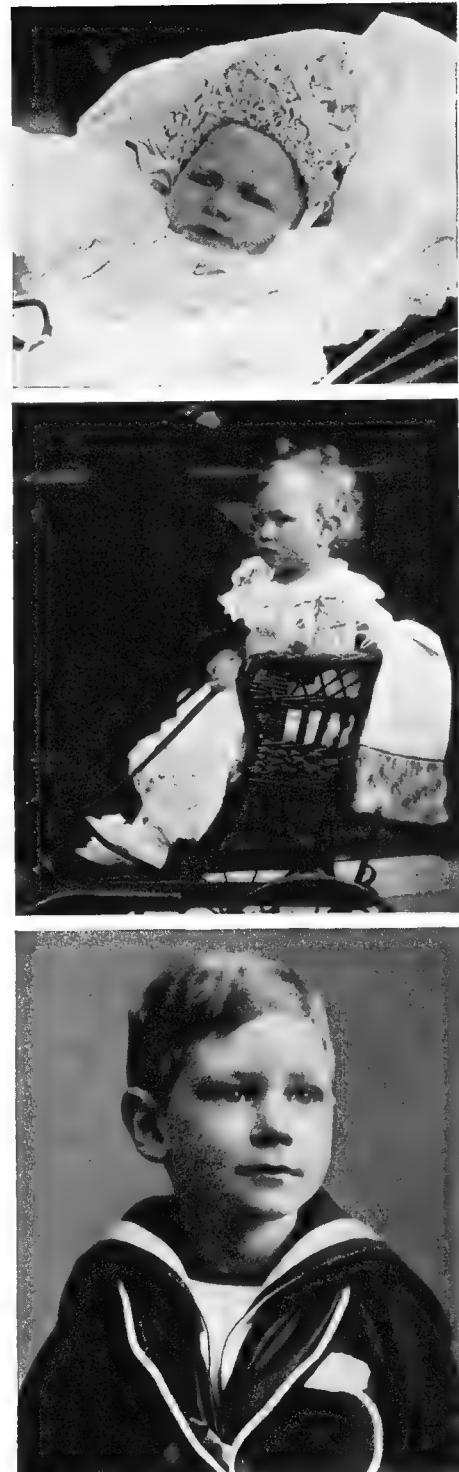
It was decreed that no effort should be made to steam "all out" on the journey across, as was done on the homeward run of H.M.S. "Indomitable," with King George's late father on board after his Canadian visit in 1908. On that trip a speed of 26 knots was kept up from Belle Isle—with the future King of England standing his "trick" in the stokehold and shovelling coal into the furnaces with the best of the boys!

Comfort was to come first on this journey undertaken by King George VI. It was hoped that the approach of Their Majesties in this magnificent vessel and their landing in the noble harbour of Quebec would be made the subject of an historic painting. For both politically and socially, *this* event is unique. It is the first landing of a King of England in North America, still more is it the first coming of a "King of Canada" as a reigning Sovereign to exercise his Constitutional rights in the Senior Dominion.

The Royal couple have long been on tip-toe of expectation over the novel sights and emotions in store for them between the two oceans; these range from Niagara Falls to the far-famed Quintuplets of Callander. Those world-famous children have long been familiar in photo-studies and the movies—not only to Their Majesties, but also to the Heir-Presumptive, who is the grave little Princess Elizabeth, and her sister, Margaret Rose. The whole Family learned how Dr. Alan Dafoe had started "deportment-classes" for these baby debutantes: "They must be taught" (he decreed) "certain historical points and all the necessary graces." For are not the "Quints" "the pride of the French-Canadian race?"

Long since, the Cabinet in Downing Street was sent the proposed itinerary of this Visit; and both the King and Queen were anxious that night travel should be restricted, so that they might see and be seen by the greatest possible number of Canadians—"especially the children." But so enormous is the Dominion that it was at first thought only the capital itself could be visited in so short a time. It was His Majesty who proposed that their trip should be extended to cover *all* the Provinces; and for this purpose social functions were to be reduced to the minimum, and tactful arrangements made to lighten the burden of long and arduous journeys.

First of all, then, what kind of a man is King George VI? Let the Primate of All England



THREE PICTURES OF THE BOYHOOD OF KING GEORGE VI. At top—IN THE ROYAL PRAM, NOT A YEAR OLD. . . . Middle—TWO YEARS OLD. . . . Bottom—A BOY OF SIX.



GLAMIS CASTLE, GIRLHOOD HOME OF HER MAJESTY QUEEN ELIZABETH.

answer this "from the personal knowledge of many years of friendship" . . . "In manner and speech he is more quiet and reserved than his brothers. When his people listen to him they may now and then note a brief pause in his address. But he has now brought this under full control. He is frank, simple and straightforward. Welfare of industrial workers he has made his special care and study, till there is no branch of labour in which he is not genuinely 'at home.' Then in travels with the Queen to Central Africa, Australia and New Zealand, he has pondered the peoples and problems of the great Empire over which he was called to rule. High ideals of life are his to be pursued with a steadfast will.

"The immense burdens of Kingship, so suddenly thrust upon him, His Majesty has met with quiet courage. As for the qualities which are known to us—simplicity, unswerving purpose, with honest thought his armour and truth his utmost skill, these he inherits with the name and tireless example of his father, to whose memory we all give undying affection and respect." And, let me add, the son is as true a democrat as his father was.

Beside him always as helper is the watchful wife and mother whom he so fondly loves and never fails to extol in public and private. Her personal charm—most elusive of gifts—flashes out in a moment, as it did in those "Four Dazzling Days" which the Royal couple spent in Paris last July. Here I may state that M. Albert Sarrault, when all France marvelled at the "risks" the Royal visitors took could assure the Council of Ministers that: "*It was Queen Elizabeth's smile which did everything!*"

She has a genius for putting shy people at their ease, as well as a bright sense of humour and an unruffled temper in all emergencies. When going 'round hospitals or public institutions her acute observing is the wonder of chairmen and committees. Her children have been "simply" reared with strict regard for quiet discipline—especially in the case of Princess Elizabeth, who has long been trained for the "Royal" role she may one day undertake. Both girls are taught to acknowledge with grace the salutes of a crowd. In a word, to bring them up as "natural," unselfish and unpetted children has consistently been their parents' aim.

It may not be widely known that as a lad of 18, Prince Albert—as he was in January, 1913—set out in H.M.S. "Cumberland" on a six months' cruise to the West Indies. After calling at many of those sunny isles, his ship left Bermuda for Halifax, Quebec and St. John's. In Ottawa the Prince caught measles and influenza, which affected his health for a few years and cut short his duties in the Great War. Gastric troubles also were to beset him after he served with the Fleet at the Battle of Jutland in 1916.



FROM A MINIATURE OF QUEEN ELIZABETH  
MADE IN 1906.

That awesome naval action found him in the fore-turret of H.M.S. "Collingwood;" and there, under a hail of high-explosive shells "Bertie" was making hot cocoa for his fellow-officers. Here is a note from his own diary on that dreadful "Day:" "We were not directly hit, though we were often 'straddled.' One shell actually crashed over our fo'c'stle, missing us only by inches!"

He was to see the "Marlborough" smashed by a German torpedo 500 yards off, while another was plunging at his own ship on the starboard side! So "Johnson"—as the Prince was called in the ward room—played his own modest part in the "Day of Jutland;" and Earl Jellicoe's despatch could command the lad for "coolness and courage under fire." But it soon became plain that he was not cut out for a sailor's life, so he was transferred to the Royal Naval Air Force on November 12, 1917. George VI, I may say, is the only member of his House to show a mechanical bent. Ships' engines have always attracted him; and even today he loves to work miniature railways, some of them by no means "toys," but elaborate scale models worth up to £4,000 for the complete system.

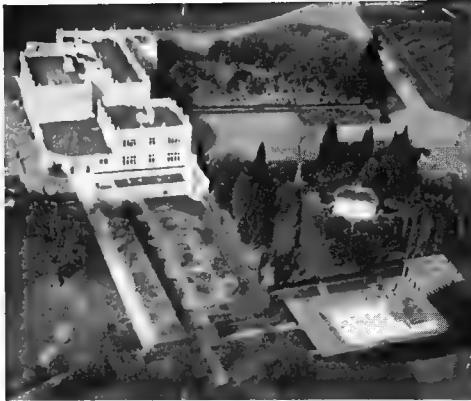
Now let me deal with the girl who seems to have been "made" for him. In a technical sense, Lady Elizabeth Bowes-Lyon, although of an illustrious Scottish family, is the first "commoner" to become Queen Consort of England since Henry

VIII wedded Katherine Parr as his sixth (!) wife in 1543. Incidentally, she is the first "North Country" woman to become a British Queen since Henry I married Mathilda of Scotland in 1100. In her maiden days the Lady Elizabeth paid little heed to dress, and this fact was even noted when she was the Duchess of York at Court. It was said to be due to an honest Scottish maid who was later on to protest with tears that she was unfit "to dress a Queen of England." But as I shall show, a surprising change was wrought in this matter of regal raiment.

At Princess Mary's wedding the Lady Elizabeth acted as bridesmaid. And when the present King sought that winsome girl's hand, she feared "he had only been sent" to make her the offer! Later on this Royal suit was pressed in her father's ancestral Castle—where Shakespeare's Macbeth is supposed to have murdered King Duncan

H.M. QUEEN ELIZABETH (THEN LADY  
ELIZABETH BOWES-LYON)  
LEAVING HER HOME IN BRUTON STREET FOR HER  
WEDDING AT WESTMINSTER ABBEY.





THE ROYAL LODGE AT WINDSOR PARK

of any written notes once she is fairly launched on a theme that interests her. She is also the first British Queen to broadcast an address—a feat which Queen Mary has always declined. Moreover, Her present Majesty has done much to revive Court splendours and introduce more "informal" entertainments.

Everyone remarks how the King has improved in fitness and physique during the past two years. Today his daily work now rivals that of many a down-town business-director. An industrial tour in Lancashire will involve him in an eight-hour programme each day, with a dozen halts and talks to local Mayors, besides a car-drive of nearly a hundred miles—much of it done at a walking pace through excited crowds. Time was when such fatigue made the King's officials uneasy. Now they know he will go through it all with an alert smile—and most likely be the freshest man in the whole company at night!

Behind this physical change lies a regimen of studied diet, regular hours—and vigilance by Queen Elizabeth who plans all the menus for their table at home. Whether at the Palace or in

BUCKINGHAM PALACE, FLOODLIT.



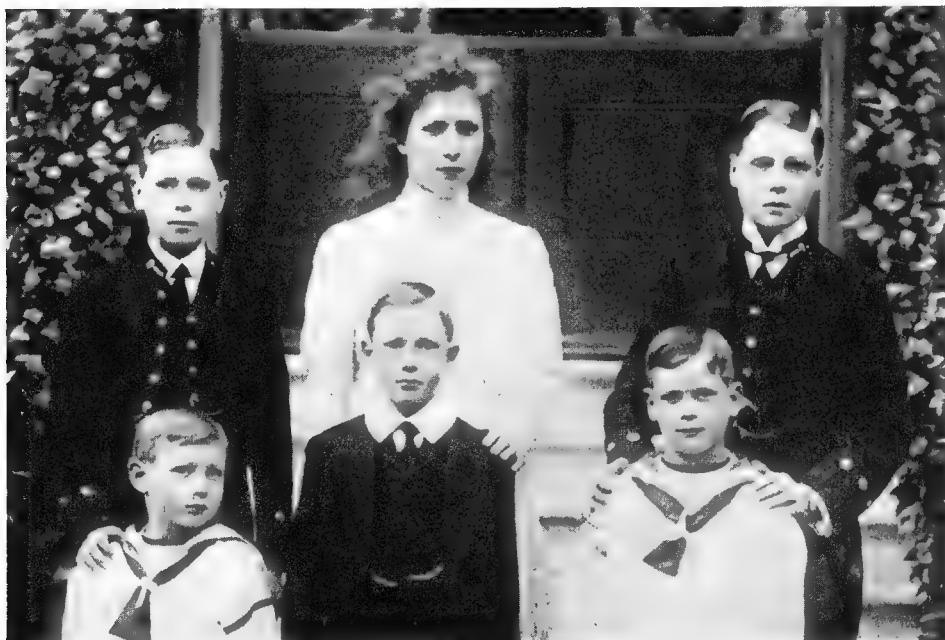
Royal Lodge at Windsor, the King goes out into the grounds for a long walk before breakfast, usually alone. To fit this in with a glimpse of State papers, urgent letters and the newspapers, H.M. rises at 7.30 and breakfasts with the Queen. Two hours at his desk brings another break of half-an-hour; then he strolls out again into woods or fields, this time with a secretary with whom he discusses problems of the day. Walking, he believes, is the most "natural" and beneficent of all exercise. The hard tennis-court on Buckingham Palace lawns is in daily use when the Court is in London. And three times a week the King practises golf, driving from a specially-prepared tee of matting laid on one of the lawns. Bronzed and well set-up, with unwearied interest in all that goes on at home or abroad, His Majesty is today much more robust and slightly heavier than he was a year ago. And when he retires to bed (at half-past ten!) he knows he will enjoy sound sleep until morning. As a serving officer of the Air Force he "got his wings" soon after the Armistice in 1918. Not far from his Sandringham home is the aerodrome of Bircham Newton, whence he often flies to his old Cadet College at Cranwell, in Lincolnshire. There I have seen H.M. take an informal lunch with the lads before he is taxied out by Wing-Commander Fielden, who is "Captain of the King's Flight."

Their true home is that rambling but cosy "Lodge" in Windsor Forest. Queen Elizabeth wishes to keep the "country house" atmosphere in this family retreat; therefore, chintz is largely used in bedroom hangings of various shades of green. The young Princesses' quarters are fitted with long cupboards let into the walls in order to teach them to be tidy with their toys, games and books. The Royal mother's care for her children makes a strong appeal to all classes. Only once did she forget to bow to the cheers of an enthusiastic crowd. That was on her return from Australia in 1927—when a hunger to see her "baby" after so long a parting made "slow-motion" through a pack-jammed railway station intolerable. So—this time—that Royal mother hurried.

Those nearest to Her Majesty lay stress on her faculty for "making other people happy." No vanity is rooted in this forthright woman-heart. Since she really finds joy in sharing it with others, and capacity and opportunity are in her case well allied, Queen Elizabeth's radiant smile has irresistible appeal. "She is perfectly enchanting," as one of her Ladies-in-Waiting attests. "And all of us simply adore her!"

In matters of dress, H.M. contrives to be "distinctive" without being "sensational." Of late years, smart women have run fashion to extremes, from coiffure to finger-nails and shoes.

THE KING WITH HIS BROTHERS AND SISTER. *Left to Right, Back Row*—KING GEORGE VI, THE PRINCESS ROYAL, AND THE DUKE OF WINDSOR. *Front Row*—PRINCE JOHN (DECEASED), THE DUKE OF GLOUCESTER AND THE DUKE OF KENT.





*Above*—THE ROYAL PARTY, AT THE TIME OF THE CORONATION, ON THE BALCONY OF BUCKINGHAM PALACE  
ON THEIR RETURN FROM WESTMINSTER ABBEY.

*Below*—CORONATION COACH PASSING CANADA HOUSE, LONDON.



Queen Elizabeth has given all such fads a wide berth, though her influence on the modes remain supreme. Modistes in America (where she is styled "the prettiest Royal Lady in Europe") send over their own artists and newshawks to attend functions where Queen Elizabeth is present, and make notes on her latest apparel.

For the past year also *couturiers* of Europe have discussed the method whereby she has changed from a merely "well-dressed" woman to a leader of fashion with true flair for adornment. This was due to plans made when she came to the Throne. Then designers, furriers, milliners and manufacturers all looked to their First Lady to provide something more than native charm and taste. More "queenly" gowns were accordingly adopted for evening and State affairs. Skirts and trains were strewn with sparkling embroidery, or sequins and paillettes; "off-the-shoulder" lines were essayed to give dignified poise. Those pastel shades she had favoured were often given up for black-and-white ensembles of studied "simplicity."

Released from family mourning at her Coronation, H.M. wore her first superb State gown; that was the first step in the new order. Next came the visit to France last summer when a dazzling all-white trousseau was chosen to delight the most fashion-conscious nation in the world. A notable personal triumph was scored with the "crinoline"-gown as a new Court vogue. This was hailed by modistes in every land, though previous attempts to revive it had failed. No longer was that mode called "unflattering," difficult to move in and costly as to material. Queen Elizabeth's lead converted all doubters. Both in physique and gait Her Majesty is an ideal inspirer of fashion, her attraction lying more in colouring and expression than classic perfection of feature. She is of the right age, too—59—for a "Queen of Dress;" a younger woman's lead would be more limited in appeal. And since Her success is due to a fresh and "natural" British *chic* rather than to any artificial glamour, "average" women can sigh with relief: "If *she* can wear *that*—so can I!"



HIS MAJESTY THE KING BEING CROWNED,  
MAY 12, 1937.

THE CORONATION COACH, WITH HIS MAJESTY CARRYING HIS SCEPTRE, LEAVING WESTMINSTER ABBEY  
AFTER THE CROWNING CEREMONY.





HER MAJESTY QUEEN ELIZABETH AND HON. VINCENT MASSEY, CANADA'S TRADE COMMISSIONER AT LONDON, INSPECT A MODEL OF THE CANADIAN PAVILION FOR THE NEW YORK WORLD'S FAIR 1939.

But there is another, and vastly different side to her Queenship. One morning I saw her visit a block of slum dwellings in Hoxton, a very dreary quarter of London's East end. Here grimy babies were to be admired, poor folks' housekeeping debated with young wives and mothers. Thus was Mrs. Gilpin putting into the oven a steak-and-kidney pie for her factory husband's dinner—when her unexpected visitor walked in!

"I could ha' dropped the lot when I saw the Queen beamin' at me!" this young matron owned. "But the Queen made me comfy right away. She asked how I made my pies? An' it turned out the recipe was just the one which her own mother, the Countess of Strathmore, used at Glamis Castle! Oh, but my Jim won't ever get that pie now—for I'm going to keep it in a glass case!"

Recalling such humble scenes, it is hard to picture Her Majesty at the First Court of the London season, when even the men wear bullion-braided tunics and jewelled Orders of Chivalry. There she stood like some Fairy Queen in a shimmering gown with a long train of Indian cloth-of-gold. Her ornaments were a ruby-and-diamond tiara with noble necklace and bracelets to match. These went well with the table-appointments at supper, which the Japanese Ambassador—Madame Yuki Oshida—described for me: "The Royal board showed many shades of vermillion blooms in vases of heavy gold alternating with great golden candlesticks. Though I was overwhelmed with the grandeur of that hall, the King and Queen looked so kind that I was soothed by the atmosphere that can only radiate from nobly-born souls!"

Entertaining at Buckingham Palace has both its "State" and "family" sides. The kitchens were long ago changed over from gas to electricity, and their staff numbers 250 persons. A Court Ball surely attains the limit in dazzling splendour. More than 2,000 guests assemble in the Great Ballroom at ten o'clock when Their Majesties enter, with the Lord Chamberlain and his officers walking backwards with their white staves. Royalty take their seats on gold-and-crimson damask chairs on a raised dais. One gown the Queen wore was of gold brocade embroidered in a leaf design of diamante that glittered and glowed as she moved in the soft light of immense rose candelabra. On the King's command the string band of the Royal Artillery began a foxtrot. Then H.M. led out his sister—the Princess Royal (in white and silver)—to open the Ball, while the Queen took the first dance with young King Farouk of Egypt. Masses of pink and red rhododendrons, with gold laburnum, damask roses and blue hydrangeas softened the gold and scarlet opulence of all that moving pageantry.



THE ROYAL FAMILY LEAVING ST. MARGARET'S AFTER THE WEDDING CEREMONY OF THE QUEEN'S NIECE,  
MISS ANNE BOWES-LYON, TO VISCOUNT ANSON OF THE GRENADIER GUARDS.

Since the Coronation in 1937, as I have hinted, the Queen has developed a marked talent for personal adornment. The trousseau she took with her for the "Four Dazzling Days" in Paris last July came as a revelation even to France. Yet that superb "white wardrobe" was purely English and was the work of the London designer, Norman Hartnell, who wished to symbolize the links uniting the two Allied Powers. Twelve gowns and seven coats were ordered, with a sumptuous white ermine cape; a lace parasol and eight summer hats—small, large and "medium." The dress-motifs ranged from Pompadour and pannier-styles to Victorian necklines and "English" tailored trends.

That glowing Paris visit completed the prestige of our King and Queen, for it has no precedent in magnificence. The French Chamber of Deputies voted £130,000 for the decoration of a city famed through the ages for lavish festivities. Priceless furniture and tapestries were taken from the Garde-Meuble Nationale to deck the salons of those Royal guests in the Palais d'Orsay. Out at Bagatelle the corps de ballet of the Paris Opera danced on a floating stage in the middle of the lake. And in the classic "Hall of Mirrors" at Versailles—where Bismarck founded the German Empire 68 years ago, and the Peace Treaty was signed in 1919—a banquet was served which eclipses all as a triumphant masterpiece of gastronomic art.

Tens of thousands of roses were strewn in the Avenue de l'Opera. At the Gala performance of Flaubert's "Salammbô," Madame Lebrun, wife of the French President could drop a curtsey to England's Queen as simply as any debutante in Buckingham Palace. Perhaps the peak was reached in the Salon Murat of the Elysee Palace where a

THEIR MAJESTIES ON THE MINIATURE RAILWAY  
AT WEMBLEY EXHIBITION IN 1926.





THE ROYAL PROCESSION GOING DOWN LUDGATE HILL AFTER THE THANKSGIVING SERVICE AT ST. PAUL'S, EMPIRE DAY, 1937.

King George is also familiar with the westward gropings of Samuel de Champlain—that heroic navigator—who began the settlement of Quebec and even had vague hopes of reaching China by way of Canada's own waterways! With the shaping of “New France” under Cardinal Richelieu as the Royal Province I need not here deal.

Nevertheless it is well to picture today's deeply interested “King of Canada” standing with his smiling Queen on the citadel of Quebec. From that height they will gaze down the mighty St. Lawrence to the Isle of Orleans, just where the great river takes a turn to the right. For it was there that young General James Wolfe disembarked under the fleet of Admiral Saunders to begin his daring assault upon the “impregnable” city's fortified walls and ramparts. British officers of that day carried “Canada” in their hearts to the end. Did not Wolfe's own Commander—Jeffrey, Lord Amherst—die twenty years later in a country house in Kent which he had named “Montreal?” So we may be sure King George will be profoundly moved as he makes his first speech in the Ancient Capital.

Their “extended” visit to the United States is beyond my present scope, though Prime Minister Chamberlain could dwell on its “outstanding importance” in the House of Commons. “This will be the first time”—he said—“that a King and Queen of England have set foot on the land of that Great Democracy which for the past 150 years has played so increasingly momentous a role in the world's history.” Long ago President Roosevelt vowed himself “very happy” over the acceptance of that invitation. Ever since then Mr. Summerlin, as Chief of the Protocol Division in the State Department, together with the staffs of the White House and the British Embassy, have been busied with delicate matters of accommodation, social precedence and etiquette.

As for the spirit in which America will greet her Royal guests, this is well seen from the following tribute from a leading journal of New York City: “King George and Queen Elizabeth are more than mere ‘symbols.’ They are ‘real people’ who have made good in two of the hardest and most dizzying jobs in all the world. For in less than two years they have made themselves loved and respected wherever people admire simplicity, kindliness, dignity and a true sense of responsibility in high places.” From this it will be seen that the impression they make is universal.

It is the hope of us all that so unparalleled a Visit as the one now looming will leave a life-long impress on the King and Queen's minds to blot out all things unlovely and mean. Therefore we pray that the destiny and overwhelming riches of Canada, as well as the warmth of Their Majesties' reception, will remain deeply graven on their hearts—as on those sundials of Old Rome which bore the motto: *Horas non numero nisi serenas*—“We only remember the tranquil and beautiful hours!”

State Banquet was given by President and Madame Lebrun. Here the Queen wore a short-sleeved crinoline gown with the scarlet sash of the Legion of Honor's Grand Cross on her corsage. On her head was an open crown of blue-white gems, with Maltese crosses and fleurs-de-lis; and in the centre glowed the enormous orb of India's wondrous “Koh-i-Nur” diamond. Great diamond-drop earrings, with a diamond saltire around her neck and flashing jewels on her breast completed a queenly ensemble that drew all eyes. Moreover, the company present in that French Palace made up a human pageant which for brilliance eclipsed anything the Dictatorships could ever hope to equal.

Well might French Senators and Deputies say: “If Edward VII in 1903 created the *'Entente'*, then thirty-five years later it was George VI and Queen Elizabeth who made it *'Cordiale!'*” Both are well read in the Franco-British saga of Canada's history, from John Cabot who sailed out of Bristol only five years after the first land-fall of Columbus, to that St. Malo seaman, Jacques Cartier, who voyaged up the St. Lawrence to where stately Montreal now spreads its more than a million inhabitants.



AT AN INSPECTION OF THE GIRL GUIDES AT WINDSOR CASTLE BY THE ROYAL FAMILY. IN THE FOREGROUND IS PRINCESS ELIZABETH AS A GIRL GUIDE AND HER LITTLE SISTER, PRINCESS MARGARET ROSE, AS A BROWNIE.

BUFF SCOUTS SALUTE THE KING AND QUEEN UPON THEIR VISIT TO PEPPERTREE PALACE, MILTON KEYNES



# *Programme*

## ROYAL WELCOME WEEK

SATURDAY, MAY 20th, 1939

2 00 P.M.	WESTERN CANADA Y.M.C.A. GYMNASTIC CHAMPIONSHIPS	... Y.M.C.A.
2 30 P.M.	PROFESSIONAL BASEBALL (Winnipeg Maroons vs. Wausau, Wisconsin)	Osborne Stadium
8 30 P.M.	RUGBY FOOTBALL (Winnipeg Blue Bombers vs. University of North Dakota)	Osborne Stadium
8.00 P.M.	SOCER FOOTBALL . . .	Carruthers Park
8 00 P.M.	Y.M.C.A. GYMNASTIC EXHIBITION . . .	Y M C A.
8 30 P.M.	"HAPPY AND GLORIOUS"—A CAVALCADE OF WELCOME	Playhouse Theatre

A glorious pageant, in which citizens of Winnipeg have come together from all sides, not only as a duty, but as a privilege, eager to honour their King and Queen and pay tribute to an Empire which extends to them the Rights of Freedom. Probably no other city in the British Empire is represented by so cosmopolitan a company as that seen on the stage of The Playhouse on this occasion.

Groups participating include—Americans, Canadians, Chinese, Czecho-Slovaks, English, French, Germans, Hungarians, Icelandic, Irish, Italian, Jewish, Netherlands, Norwegians, Polish, Scottish, Swedish, Swiss, U E. Loyalists, Ukrainians and Welsh.

### SYNOPSIS OF THE PROGRAMME

#### PART I

##### *Scene 1*

THE INDIANS. . . First the buffalo, the fearless monarch of the plains, holds sway. Then the Indian, Manitoba's earliest settler, claims original possession, where the City of Winnipeg now stands.

THE VOYAGEURS. . . In the Westward course of development, Manitoba's people of the plains must share their ownership. Undaunted, those daring adventurers, the French voyageurs from the East appear and the romance of this picturesque period of wigwam, pelt and pemmican gives way to the explorer.

THE TRADERS. . . Come the stalwart traders from the North. Joining their rivals, together they wrestle with the ever-changing struggle for progress.

AGRICULTURE. . . Men turn from the bow to the plow. Henceforward the Red River Settlement is to be an agricultural country rather than a vast wilderness—a hunting ground.

##### *Scene 2*

THE SETTLERS. . . Playing their part in the onward march, the fortitude of the early pioneers cannot be overstressed. These settlers, enduring hardships, crop failures and flood, never lose hope, however grim the struggle.

At sunset on a quiet Sabbath they greet each other as they gather for evening service, where in the lengthening shadows they listen to the exhortation of their minister. We hear John West's bell ringing from the church tower—the first Red River bell.

*Scene 3*

THE CITIZEN'S BALL. . . . This, the first event of its kind, takes place on February 15, 1871, when having been much feted by the officers of the Ontario and Quebec Rifles stationed here, and wishing to return the hospitality extended to them, the residents of Manitoba joyously welcome their guests.

Opened by the Lieutenant-Governor and Mrs. Archibald, the gaiety of the past unfolds. We glimpse the lancers, old fashioned waltzes, the Red River jig and the "extras" which the two hundred and fifty guests indulge in.

*Scene 4*

CONSULATE OF THE U.S.A. at WINNIPEG. . . . A new link with the outside world is forged, when Consul James W. Taylor arrives in October, 1870. Immediately he posts the following notice: "Consulate of the United States of America at Winnipeg—British North America. Notice is hereby given that the undersigned has been appointed Consul of the United States of America at this place and has entered upon the discharge of his official duties. The consular office is at Emmerling's Hotel.—James W. Taylor, U.S. Consul."

*Scene 5*

THE "COUNTESS OF DUFFERIN". . . . We join in rejoicing with the townspeople as they greet the arrival of the barge bearing the "Countess of Dufferin," the first locomotive in the North-West.

An "extra" is shouted, calling the citizens to this grand rally on October 8, 1877. The whistle sounds in the distance, the band plays, cheers of welcome ring out as the steamer "Selkirk" docks.

*Scene 6*

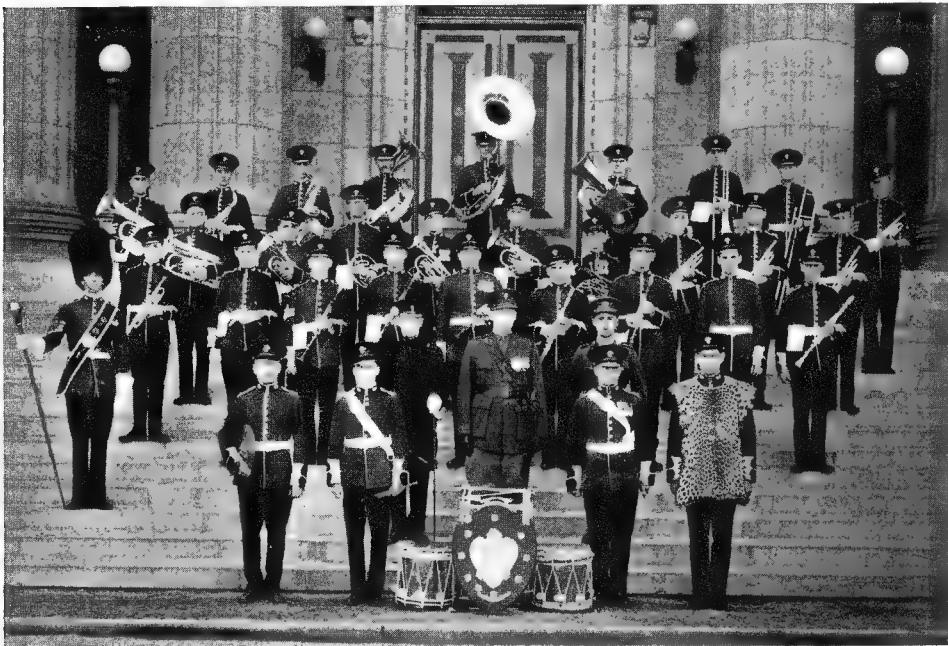
EASTER PARADE. . . . Spring-time in Manitoba.

*Scene 7*

CAVALCADANCES. . . . The whirligig of time is portrayed by the delightfully amusing dances and joyous singing of the popular song-hits of the "gay nineties." We see dancers in the old favourites and the ever-popular "Cake-walk" of the period making their bow to their younger sisters "Doing the 'Lambeth Walk.' "

(Intermission)

OFFICERS COMMANDING AND BRASS BAND OF THE WINNIPEG GRENADIERS (M.G.) WHO WILL ACCOMPANY THE GUARD OF HONOUR ON THE MORNING OF THE VISIT OF THEIR MAJESTIES.





ROYAL CANADIAN MOUNTED POLICE. THIS PARTICULAR DETACHMENT WAS IN LONDON FOR THE CORONATION OF THEIR MAJESTIES.

## PART II

### *Scene 8*

GRAIN.... Manitoba's foundation and emblematic of our city, is depicted by a ballet. From the first harvest we watch its progress to the present day and salute with pride Winnipeg's Grain Exchange, the largest cash grain market in the world.

### *Scene 9*

CARNIVAL OF PEACE. . . . Winnipeg—a World in Miniature. A grand carnival of racial groups. Colourful costumes, flashing dances and happy songs form a kaleidoscopic scene of beauty, portraying community spirit and creating warmth and friendships whilst sharing the culture of their homelands.

### *Scene 10*

KILOWATT MAGIC. . . . Enriching the lives of all as it promotes progress, the romance of electricity sparkles in dynamic ballet form its importance to the people of Winnipeg, and its message of power to the world.

### *Scene 11*

THE PEACE GARDEN. . . . Living in harmony with the realization that herein lies their strength, Canada and her Great Neighbour reap an abundant harvest in this, our Garden of Peace.

### *Scene 12*

INTERLUDE. . . . "Youth speaks . . . ."

### *Scene 13*

THE ROYAL SALUTE. . . . Winnipeg, the "Gateway of the West," joins with Canada in saluting the Crown—Symbol of our Freedom. In a blaze of splendour this historic celebration, the Cavalcade of Welcome comes to a close.

## SUNDAY, MAY 21st, 1939

IN THE MORNING, SPECIAL SERVICES WILL BE HELD AT ALL CHURCHES

1.30 P.M. DECORATION DAY SERVICE AND PARADE. . . . . Cenotaph, on Memorial Boulevard  
A short service at the Cenotaph in commemoration of those who gave their lives for King and Country. Following the service there will be a parade of all Veteran Associations, Patriotic Societies, and Military Units, along Memorial Boulevard and Portage Avenue to Main Street and thence north along Main Street. The parade will halt at the City Hall for a brief ceremony at the Volunteer Monument, after which the various groups will proceed to the cemeteries for special services of commemoration.

## MONDAY, MAY 22nd, 1939

2 30 P.M.	CANADA ON PARADE—MUSICAL REVUE WITH VAUDEVILLE ACTS	Auditorium
2 30 P.M.	LONDON MUSIC HALL VAUDEVILLE	Walker Theatre
5 30 P.M.	PROFESSIONAL BASEBALL (Winnipeg Maroons vs Wausau, Wisconsin)	Osborne Stadium
7.00 P.M.	CANADA ON PARADE—MUSICAL REVUE WITH VAUDEVILLE ACTS	Auditorium
7 30 P.M.	LONDON MUSIC HALL VAUDEVILLE	Walker Theatre
8 00 P.M.	LACROSSE TOURNAMENT	Olympic Rink
8 00 P.M.	SOCCER FOOTBALL	Carruthers Park
8 00 P.M.	C A A U DOMINION WRESTLING CHAMPIONSHIPS	Y M C A.
8 30 P.M.	"HAPPY AND GLORIOUS"—A CAVALCADE OF WELCOME (For detailed programme see pages 18 to 20)	Playhouse Theatre
8 30 P.M.	GIRLS' SOFTBALL (Winnipeg vs St. Paul, Minnesota)	Osborne Stadium
9 00 P.M.	HOCKEY TOURNAMENT AND ICE ATTRACTIONS (Brandon vs Kenora)	Amphitheatre
9 00 P.M.	CANADA ON PARADE—MUSICAL REVUE WITH VAUDEVILLE ACTS	Auditorium
9 30 P.M.	LONDON MUSIC HALL VAUDEVILLE	Walker Theatre

## TUESDAY, MAY 23rd, 1939

12 30 P.M.	KIWANIS INTERNATIONAL LUNCHEON (Guest Speaker, H. G. Hatfield, President of Kiwanis International)	Royal Alexandra Hotel
1 00 P.M.	WINNIPEG HIGH SCHOOL TRACK AND FIELD MEET	Osborne Stadium
2 30 P.M.	INTERNATIONAL BAND COMPETITION FESTIVAL	Polo Park
2 30 P.M.	CANADA ON PARADE—MUSICAL REVUE WITH VAUDEVILLE ACTS	Auditorium
2 30 P.M.	LONDON MUSIC HALL VAUDEVILLE	Walker Theatre
5 30 P.M.	PROFESSIONAL BASEBALL (Winnipeg Maroons vs Wausau, Wisconsin)	Osborne Stadium
7 00 P.M.	CANADA ON PARADE—MUSICAL REVUE WITH VAUDEVILLE ACTS	Auditorium
7 30 P.M.	LONDON MUSIC HALL VAUDEVILLE	Walker Theatre
7 30 P.M.	ROYAL WELCOME PARADE. Starting at North End Car Barns via Main Street and Portage Avenue to Sherbrooke Street, thence north to Logan Avenue. This will be an historical parade, with floats and marching groups depicting the history of the Province and the City	
8 30 P.M.	GIRLS' SOFTBALL (Winnipeg vs. St. Paul, Minnesota)	Osborne Stadium
8 00 P.M.	LACROSSE TOURNAMENT	Olympic Rink
8 00 P.M.	SOCCER FOOTBALL	Carruthers Park
8 00 P.M.	C A A U. DOMINION WRESTLING CHAMPIONSHIPS	Y.M C A
8 30 P.M.	"HAPPY AND GLORIOUS"—A CAVALCADE OF WELCOME	Playhouse Theatre
7 00 P.M.	CANADA ON PARADE—MUSICAL REVUE WITH VAUDEVILLE ACTS (For detailed programme see pages 18 to 20)	Auditorium
9 00 P.M.	HOCKEY TOURNAMENT AND ICE ATTRACTIONS (Monarchs vs Portage)	Amphitheatre
9 00 P.M.	CANADA ON PARADE—MUSICAL REVUE WITH VAUDEVILLE ACTS	Auditorium
9 30 P.M.	LONDON MUSIC HALL VAUDEVILLE	Walker Theatre

WEDNESDAY, MAY 24th, 1939

## THE ROYAL ITINERARY

*Time Schedule of the Visit of Their Majesties to the Province of  
Manitoba while in Metropolitan Winnipeg  
on May 24th, 1939*

10.30 A.M. Reception to Their Majesties at the Canadian Pacific Railway Depot.  
Artillery Salute at Legislative Building

10 40 A.M. Inspection by the King of the Guard of Honour.

10 45 A.M. Royal Party and Mounted Escort will leave Canadian Pacific Railway Depot and proceed along Higgins Avenue and Main Street to the City Hall, Winnipeg.

10 53 A.M. Reception at the City Hall, Winnipeg.

11 08 A.M. Leave City Hall and proceed along Main Street to corner Portage Avenue, thence west on Portage Avenue to Memorial Boulevard, thence along Memorial Boulevard to Legislative Building grounds.

11 20 A.M. Arrive and enter Legislative Building south entrance. Proceed to reception room of His Honour, the Lieutenant-Governor

11 35 A.M. Public reception to Their Majesties by the Government of the Province of Manitoba at the north entrance to Legislative Building. Address of welcome to Their Majesties by the Honourable John Bracken, Premier of Manitoba. Reception will include choruses by the Winnipeg Metropolitan High School Choir of five hundred voices under the leadership of Miss Ethel Kinley and accompanied by the Winnipeg High School Orchestra under the baton of Ronald Gibson. The North High School Band of Minneapolis, Minnesota, will be in attendance on the Parliament Building grounds, as also will be the band of the Princess Patricia's Canadian Light Infantry

### AFTERNOON ITINERARY OF THEIR MAJESTIES

12.15 TO 1 00 P.M. Empire Day Radio Broadcast (C.B.C.) to and from the entire British Empire

1 00 P.M. His Majesty the King speaks by radio broadcast to his subjects everywhere.

3 15 P.M. Leave Government House via Kennedy Street and Assiniboine Avenue to Osborne Street via River Avenue to Wellington Crescent, thence via Assiniboine Drive to Assiniboine Park

3.41 P.M. Enter Assiniboine Park gates off Assiniboine Drive

3 51 P.M. Leave Park Bridge, St James, for Deer Lodge Hospital.

3 53 P.M. Leave Deer Lodge Hospital, thence along the north side of Portage Avenue, St James to Polo Park

4 05 P.M. Arrive Polo Park.

4 10 P.M. Leave Polo Park, thence along the north side of Portage Avenue to Sherbrook Street.

4 20 P.M. Pass corner of Sherbrook Street and Portage Avenue and proceed north on Sherbrook Street

4 26 P.M. Corner Sherbrook Street and Bannatyne Avenue, proceed along Bannatyne Avenue to Emily Street, Emily Street to William Avenue, William Avenue to Isabel Street

4.32 P.M. Corner William Avenue and Isabel Street, proceed along Isabel Street over Cross-town Bridge, thence north on Salter Street to Inkster Boulevard

4 44 P.M. Arrive corner Salter Street and Inkster Boulevard

4 46 P.M. Arrive corner Inkster Boulevard and Main Street and proceed north along Main Street to Kildonan Park

4 52 P.M. Arrive Kildonan Park

5 02 P.M. Leave Kildonan Park and return by Main Street to Canadian Pacific Railway Depot

5 50 P.M. Leave Canadian Pacific Railway Depot and proceed along Main Street to Federal Building, corner Main and Water Streets

5.50 P.M. Arrive Federal Building.

6 00 P.M. Arrive City Hall, St Boniface.

6.02 P.M. Leave City Hall, St Boniface, proceed along Park Boulevard to Cathedral Street, thence along Tache Avenue.

6.06 P.M. Pass St Boniface Cathedral

6.12 P.M. Arrive St. Mary's Road and proceed thence via Norwood Bridge to Main Street.

6.20 P.M. Arrive Fort Garry Park. As stipulated in the Royal Charter granted the Governor and Company of Adventurers trading into Hudson Bay, in 1670, as the tribute to be paid to King Charles II, his heirs and successors whenever they entered the Company's domain, two proud elk heads and two rare black beaver skins will be given to the King and Queen during the ceremony at Fort Garry Park.

6.25 P.M. Leave Fort Garry Park and proceed along Main Street to Canadian Pacific Railway Depot  
*Wednesday afternoon the motorized section of the Royal Welcome Parade will follow Their Majesties after a fifteen minute interval.*

7.00 P.M. CANADA ON PARADE—MUSICAL REVUE WITH VAUDEVILLE ACTS.....Auditorium

7.30 P.M. SOCCER FOOTBALL.....Carruthers Park

7.30 P.M. LONDON MUSIC HALL VAUDEVILLE.....Walker Theatre

7.45 P.M. JAMBOREE — DANCING, BAND CONCERTS AND OTHER FREE PLATFORM ATTRACTIONS.....Memorial Boulevard

8.30 P.M. "HAPPY AND GLORIOUS"—A CAVALCADE OF WELCOME.....Playhouse Theatre  
 (For detailed programme see pages 18 to 20)

8.30 P.M. RUGBY FOOTBALL.....Osborne Stadium  
 (Winnipeg Blue Bombers vs. North Dakota State)

9.00 P.M. HOCKEY TOURNAMENT AND ICE ATTRACTIONS.....Amphitheatre  
 (Kenora vs. Monarchs)

9.00 P.M. CANADA ON PARADE—MUSICAL REVUE WITH VAUDEVILLE ACTS.....Auditorium

9.30 P.M. LONDON MUSIC HALL VAUDEVILLE.....Walker Theatre

11.15 P.M. FIREWORKS.....Parliament Building Grounds



PRESENTED TO THEIR MAJESTIES IN WINNIPEG, MAY 24.

### THURSDAY, MAY 25th, 1939

12.30 P.M. GYRO INTERNATIONAL LUNCHEON.....Royal Alexandra Hotel  
 (Guest Speaker, E. A. Roberts, Esq., Past International President)

12.30 P.M. LION'S CLUB—INTERNATIONAL DAY.....Fort Garry Hotel

2.30 P.M. INTERNATIONAL BAND COMPETITION FESTIVAL.....Polo Park

2.30 P.M. CANADA ON PARADE—MUSICAL REVUE WITH VAUDEVILLE ACTS.....Auditorium

2.30 P.M. LONDON MUSIC HALL VAUDEVILLE.....Walker Theatre

5.30 P.M. PROFESSIONAL BASEBALL.....Osborne Stadium  
 (Winnipeg Maroons vs. Superior, Wisconsin)

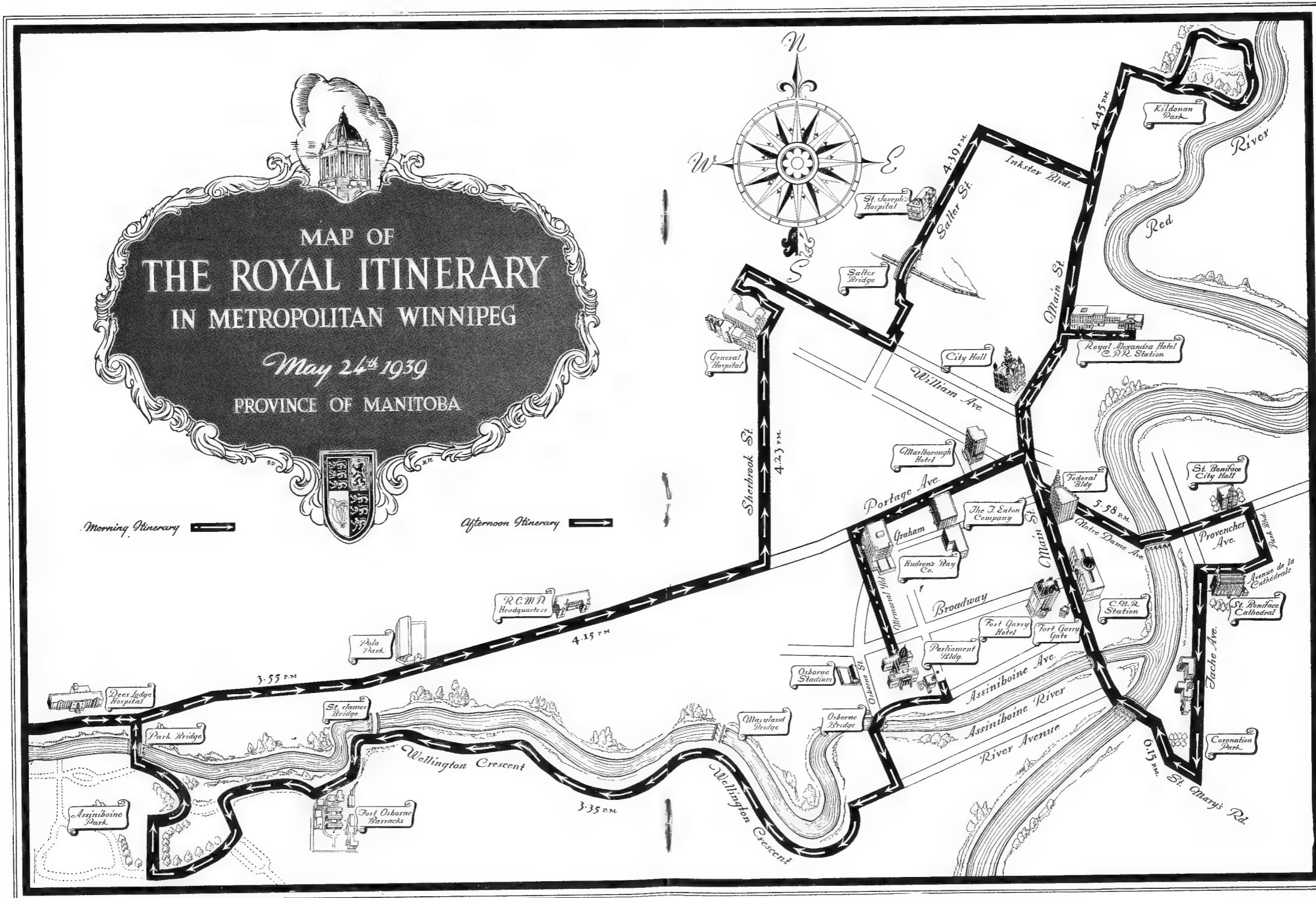
7.00 P.M. CANADA ON PARADE—MUSICAL REVUE WITH VAUDEVILLE ACTS.....Auditorium

7.30 P.M. SOCCER FOOTBALL.....Carruthers Park

7.30 P.M. LONDON MUSIC HALL VAUDEVILLE.....Walker Theatre

7.45 P.M. MILITARY TATTOO AND MUSICAL RIDES WITH PLATFORM ATTRACTIONS...Polo Park  
 (Featuring Military Units by kind permission of the Officer Commanding Military District No. 10)

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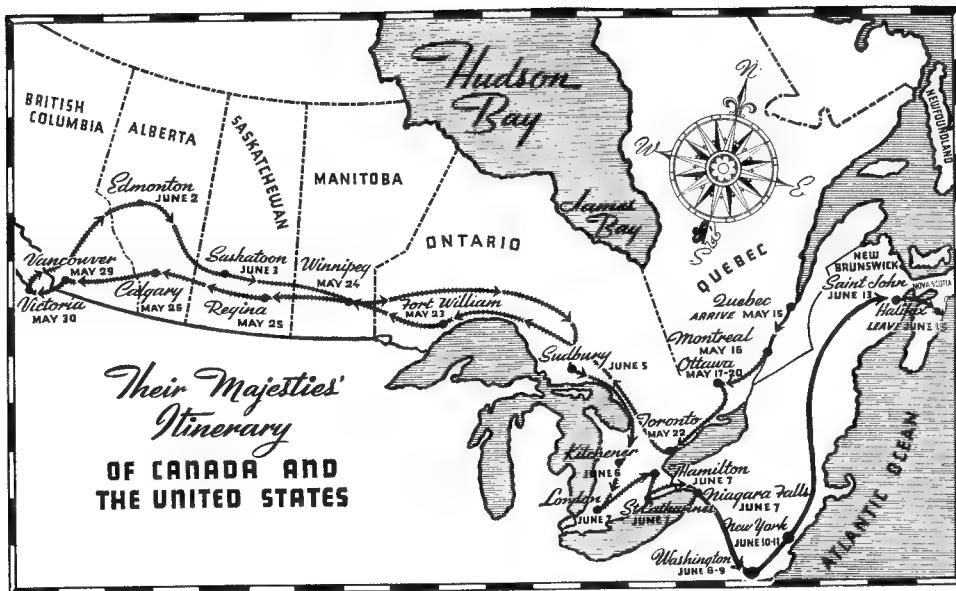
8.00 P.M.	LACROSSE TOURNAMENT.....	Olympic Rink
8.30 P.M.	"HAPPY AND GLORIOUS"—A CAVALCADE OF WELCOME.....	Playhouse Theatre (For detailed programme see pages 18 to 20)
8.30 P.M.	MEN'S DIAMOND BALL.....	Osborne Stadium (Winnipeg vs. St. Paul, Minnesota)
9.00 P.M.	HOCKEY TOURNAMENT AND ICE ATTRACTIONS.....	Amphitheatre (Brandon vs. Portage)
9.00 P.M.	CANADA ON PARADE—MUSICAL REVUE WITH VAUDEVILLE ACTS.....	Auditorium
9.30 P.M.	LONDON MUSIC HALL VAUDEVILLE.....	Walker Theatre

### FRIDAY, MAY 26th, 1939

2.30 P.M.	CANADA ON PARADE—MUSICAL REVUE WITH VAUDEVILLE ACTS.....	Auditorium
2.30 P.M.	LONDON MUSIC HALL VAUDEVILLE.....	Walker Theatre
5.30 P.M.	PROFESSIONAL BASEBALL.....	Osborne Stadium (Winnipeg Maroons vs. Crookston, Minnesota)
7.00 P.M.	CANADA ON PARADE—MUSICAL REVUE WITH VAUDEVILLE ACTS.....	Auditorium
7.30 P.M.	SOCER FOOTBALL.....	Carruthers Park
7.30 P.M.	LONDON MUSIC HALL VAUDEVILLE.....	Walker Theatre
7.45 P.M.	MILITARY TATTOO AND MUSICAL RIDES WITH PLATFORM ATTRACTIONS...	Polo Park (Featuring Military Units by kind permission of the Officer Commanding Military District No. 10)
8.00 P.M.	LACROSSE TOURNAMENT.....	Olympic Rink
8.30 P.M.	"HAPPY AND GLORIOUS"—A CAVALCADE OF WELCOME.....	Playhouse Theatre (For detailed programme see pages 18 to 20)
8.30 P.M.	MEN'S DIAMOND BALL.....	Osborne Stadium (Winnipeg vs. St. Paul, Minnesota)
9.00 P.M.	HOCKEY TOURNAMENT AND ICE ATTRACTIONS.....	Amphitheatre (Kenora vs. Portage)
9.00 P.M.	CANADA ON PARADE—MUSICAL REVUE WITH VAUDEVILLE ACTS.....	Auditorium
9.30 P.M.	LONDON MUSIC HALL VAUDEVILLE.....	Walker Theatre

BAND OF THE NORTH HIGH SCHOOL, MINNEAPOLIS. ONE OF THE MANY BANDS WHICH WILL BE IN WINNIPEG FOR ROYAL WELCOME WEEK. THIS PHOTO WAS TAKEN IN THE SCHOOL GYMNASIUM.





### SATURDAY, MAY 27th, 1939

9.30 A.M. CANADA ON PARADE (SPECIAL CHILDREN'S PERFORMANCE).....Auditorium  
 2.30 P.M. CANADA ON PARADE—MUSICAL REVUE WITH VAUDEVILLE ACTS.....Auditorium  
 2.30 P.M. LONDON MUSIC HALL VAUDEVILLE.....Walker Theatre  
 2.30 P.M. PROFESSIONAL BASEBALL.....Osborne Stadium  
     (Winnipeg Maroons vs. Crookston, Minnesota)  
 7.00 P.M. CANADA ON PARADE—MUSICAL REVUE WITH VAUDEVILLE ACTS.....Auditorium  
 7.30 P.M. SOCCER FOOTBALL.....Carruthers Park  
 7.30 P.M. LONDON MUSIC HALL VAUDEVILLE.....Walker Theatre  
 7.45 P.M. MILITARY TATTOO AND MUSICAL RIDES WITH PLATFORM ATTRACTIONS...Polo Park  
     (Featuring Military Units by kind permission of the Officer Commanding Military  
     District No. 10)  
 8.00 P.M. BRITISH RUGBY.....Osborne Stadium  
     (International Match—Manitoba vs. Chicago, Illinois)  
 8.30 P.M. "HAPPY AND GLORIOUS"—A CAVALCADE OF WELCOME.....Playhouse Theatre  
     (For detailed programme see pages 18 to 20)  
 9.30 P.M. LONDON MUSIC HALL VAUDEVILLE ....., Walker Theatre  
 9.00 P.M. HOCKEY TOURNAMENT AND ICE ATTRACTIONS .....Amphitheatre  
     (Monarchs vs. Brandon)  
 9.00 P.M. CANADA ON PARADE—MUSICAL REVUE WITH VAUDEVILLE ACTS.....Auditorium

### SOME POINTS OF INTEREST IN WINNIPEG

WINNIPEG ART GALLERY—WINNIPEG AUDITORIUM. . . During Royal Welcome Week there will be a special exhibition of paintings loaned by the National Gallery of Canada, Ottawa. Also will be included the Western Salon of Photography under the auspices of the Manitoba Camera Club and a handicraft exhibition under the auspices of the Canadian Handicrafts Guild. The Winnipeg Art Gallery is open from 2.30 to 5.30 in the afternoons and every week-day evening except Saturday from 7.30 to 9.30. Entrance to the Gallery is by the south door on Vaughan Street.

THE MANITOBA MUSEUM—WINNIPEG AUDITORIUM. . . A permanent museum displaying natural history material of the Province. Included are early settlers' effects, Indian, Eskimo



OFFICIAL SOUVENIR MEDAL OF  
THE ROYAL VISIT

and Mound-builder handicrafts; Manitoba insects, flowers, birds, minerals and fossils. The displays are on the ground floor of the Auditorium, east and west wings, and on the west wing of the top floor. The museum is open week days from 10.00 a.m. to 5.00 p.m., and Sundays from 2.00 p.m. to 5.00 p.m.

**HISTORICAL EXHIBIT—HUDSON'S BAY COMPANY.** . . . An historical exhibit which tells the story of the fur trade since 1668. This display dramatically illustrates by a valuable collection of genuine relics, modern dioramas and documents which mark the changing periods of the last three centuries. The exhibit is located on the fourth floor of the Hudson's Bay Company store, Portage Avenue and Memorial Boulevard and is open during store hours.

**ASSINIBOINE PARK.** . . . Situated on the banks of the Assiniboine River about five miles west from the City Hall. Encompassed in its 290 acres are grounds for all forms of athletics, a conservatory and palm house, driveways through trees and shrubs of almost every variety, flower gardens, both annual and perennial, and a zoo of native animals, including a herd of buffaloes—the original inhabitants of this country.

**KILDONAN PARK.** . . . As a natural beauty spot, Kildonan Park compares favourably with any in Canada. Heavily wooded with majestic old elms, and carefully landscaped with other trees, bushes and flowers, its 98 acres is situated on the banks of the Red River, about three and a half miles north of the City Hall.

**OLD FORT GARRY GATE.** . . . All that remains of Fort Garry—Upper Fort Garry—is the North Gate. The original Fort Garry (formerly Fort Gibraltar) was erected in 1822. In 1835 Fort Garry was re-built, and, possibly because of its location at the junction of the Red and Assiniboine Rivers, became one of the principal forts of the Hudson's Bay Company in the Red River Valley. After Winnipeg was incorporated the fort was demolished, all except the gate, which is preserved today in a little city park on Main Street South.

**MANITOBA PARLIAMENT BUILDING.** . . . Winnipeg is the Capital City of the Province of Manitoba. The Provincial Parliament Building is located on the north bank of the Assiniboine River, about a half mile west of the site of old Fort Garry. It occupies a city block that has been attractively landscaped. The building is a beautifully designed and proportioned structure, largely of native limestone, and has attracted architects and students of art from all over the world.

**GRAIN EXCHANGE—LOMBARD STREET.** . . . The first shipment of wheat (857 1/6 bushels) exported from the Province of Manitoba, was made on October 12, 1876. In the passing years Winnipeg has become the trading centre for all of Western Canada's cereal grains. The average annual crop of wheat and other grains grown in the three Prairie Provinces in recent years, has been in excess of 609,000,000 bushels. The Grain Exchange is today the largest cash grain market in the world.

For other points of interest, visitors to the City should enquire from any information booth or from the Tourist and Convention Bureau, Parliament Building.

## WINNIPEG ROYAL WELCOME WEEK COMMITTEE

Patron—**HIS HONOUR THE LIEUTENANT-GOVERNOR OF MANITOBA**

Honorary President—**HON. JOHN BRACKEN, PREMIER**

Honorary Chairman—**HIS WORSHIP JOHN QUEEN, MAYOR**

President—**H. B. SHAW, ESQ.**

Vice-President—**DR. FRED E. WARRINER**

Honorary Treasurer—**FRED W. ROSS, ESQ.**

Honorary Solicitor—**A. MURRAY S. ROSS, K.C.**

Honorary Auditors—**MILLAR, MACDONALD & CO.**

General Secretary—**J. M. MACKENDRICK, ESQ.**

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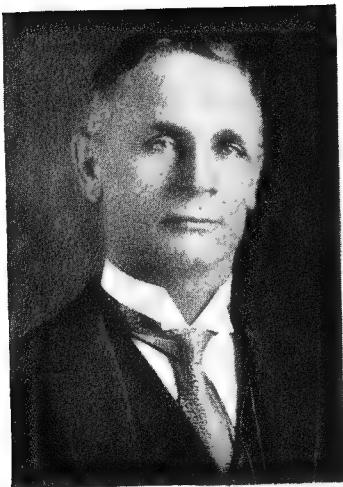
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**ALD. R. A. SARA**

**DR. F. E. WARRINER**

**A. E. PARKER, ESQ.**

**H. B. SHAW, ESQ.**



GREETINGS FROM  
THE HONOURABLE

*John Bracken*

PREMIER OF  
MANITOBA



The people of Manitoba are looking forward with keenest anticipation to the visit of Their Majesties King George VI and Queen Elizabeth. To many of us it will prove an outstanding event in our lives, and to all it will be an opportunity to give evidence of our affection and loyalty to Our Sovereign.

The citizens of Greater Winnipeg have planned to make the week of May 24th a time long to be remembered by young and old alike. It is our confident hope that all our visitors will find their stay here an interesting one and will take away pleasant memories of the time spent in our midst.

I trust that many of those coming to Winnipeg will also take the opportunity of visiting other parts of the Province. Manitoba offers a wide variety of attractions in her great expanses of park and forest areas.

To our visitors from outside the Province I extend on behalf of the citizens of Manitoba a warm and cordial welcome.

*John Bracken*



LA VERENDRYE'S MONUMENT IN ST. BONIFACE.

## MANITOBA - WHERE EAST MEETS WEST

*By W. J. Healy, formerly Provincial Librarian of Manitoba and author of  
Women of the Red River, Winnipeg's Early Days, etc.*

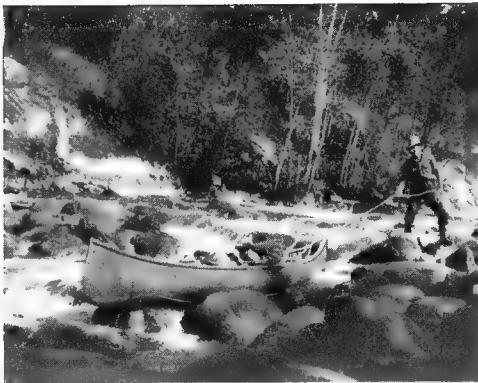
**O**N HIS return to England, from a voyage three hundred and eight years ago, to what is now the coast of Manitoba, Captain Luke Foxe in submitting to King Charles I the narrative of his voyage (which may be read in the book printed in London in 1635 by the King's command, and is treasured among the oldest books in the Provincial Library in Winnipeg) prayed "for the King's Excellent Majestie long life and a prosperous Raigne." In the same prayer for King George and Queen Elizabeth, all the people in Manitoba join with sincere loyalty, on the happy occasion of Their Majesties' visit to this mid-continent Province, a region which has been under the British flag continuously for a longer time than any other part of North America. This region was far from the Canada of three centuries ago, of which Champlain was Governor, for the King of France. New York was then a Dutch colony known as New Amsterdam. Nineteen years before Foxe's voyage, the English navigator Thomas Button, first white man to set foot on the soil of the present Province of Manitoba, had planted firmly



*Above*—THE MANITOBA PARLIAMENT BUILDING, WINNIPEG.

*Below*—THE HARBOUR AT CHURCHILL ON HUDSON BAY.





THE CANOE IS STILL USED BY THE PIONEER.

up at the mouth of the Nelson River in 1612 a cross of wood bearing a leaden plate with an inscription engraved on it taking possession for the British Crown. (Button's ship was the "Discovery," in which Henry Hudson sailing under the Dutch flag three years before had discovered what is now New York harbour and the river which bears his name.) It was a hundred and seven years after Foxe placed by the side of that leaden plate, another with an inscription recording his visit, that the first white man to come to the Red River arrived at the site of the future City of Winnipeg from Canada, having travelled by canoe from the St. Lawrence, a journey of two thousand miles. He was Pierre Gaultier de Varennes, Sieur de la Verendrye, who with his three sons and his nephew had

set forth six years before from Montreal for the West.

As the eighteenth century advanced, explorers and fur traders crossed the prairies of this future Province and threaded its streams. Part of the half-century of conflict between Great Britain and France was fought along what is now the Manitoba coastline. No Province or State on this continent has within its boundaries a historic relic more notable than the one Manitoba has in the ruins of Fort Prince of Wales at the mouth of the Churchill River across Churchill harbour from the terminus of the Hudson Bay Railway. That fort, one of the most massive ever erected in North America, was under construction from 1733 to 1771. A few months before the 1783 Treaty of Versailles, a French expedition of three warships bombarded it, but without effect, in establishing French control on Hudson Bay. On its weather-worn walls, between thirty and forty feet thick, thirty-eight of its cannon still lay rusting not many years ago. The charter of the Hudson's Bay Company, granted by King Charles II in 1670, gave the Company territorial supremacy over the whole area draining into the Bay. The history of this vast region was, for long, the history of the fur trade, with increasing conflict between the Hudson's Bay Company and the North-West and the X. Y. Companies, which both had their headquarters in Montreal and eventually became one under the name of the North-West Company. The fur trade warfare culminated in 1816 in a clash at Seven Oaks, about three miles north of the present City of Winnipeg, in which Governor Semple, of the Hudson's Bay Company, and twenty of his men were killed by an armed band in the employ of the "Nor'-Westers." Peace was made in 1821 by the union of the Hudson's Bay Company and the North-West Company under the name of the former. From then, until his death in 1869, George Simpson, who in 1841 became Sir George, was Governor-in-Chief of Rupert's Land, the area granted under the charter of 1670, and General Superintendent of the Hudson's Bay Company, whose affairs prospered so greatly under his able and vigorous management, from Labrador to the Pacific coast, that he came to be styled "the Emperor of the North." Montreal was his headquarters in the East and Fort Garry, at the junction of the Red and the Assiniboine Rivers, his headquarters in the West. The gateway of that walled stronghold is preserved in a small park in the City of Winnipeg, which has grown from the small settlement at Fort Garry. The Fort and settlement were the centre of a district of Rupert's Land known as Red River. Across the Red River from Fort Garry was St. Boniface, the centre of the settlement of the voyageurs and buffalo hunters from Quebec. Their holdings extended southward along the Red and westward along the Assiniboine Rivers.

The first white woman in the West came out from the Orkney Islands in 1806, disguised as a young man, in a Hudson's Bay Company's ship. Two years later she returned to Scotland. The second white woman in the West, Marie Anne Lagimodiere, arrived in Red River in the summer of 1807. She came with her husband in one of the canoes of a brigade, which travelled by the fur traders' route, from the St. Lawrence. Until the summer of 1812, when eighteen white women arrived in the second party of settlers sent out by Lord Selkirk, she was the only white woman, of whom there is record, within the whole area of the Dominion of Canada today west of Lake Huron, and the present States of Minnesota, South Dakota, North Dakota, Montana, Wyoming, Idaho, Oregon and Washington. The first white women who crossed the plains, south of the international line, were the wives of the two Presbyterian missionaries Marcus Whitman and Henry Spalding, who accompanied their husbands to Oregon in 1836.

Held as memories by their descendants, the recollections of the first Selkirk settlers are cherished traditions of fortitude and unconquerable faith. The fur trade warfare destroyed the first attempts at settlement by those pioneers, and, after peace was established, they had to struggle against floods and against plagues of grasshoppers which destroyed their crops. It was after the flood waters of 1826 subsided that the good times began in Red River. During that flood Governor Simpson wrote: "This I consider an extinguisher to the hope of Red River ever retaining the name of settlement." But in 1853 Governor Simpson reported to Hudson's Bay House in London that "Red River is going most thrivingly forward," and wrote with enthusiasm of "the large and flourishing harvest," "the stacks and laden carts," and "the health and contentment of the people," summing up with the statement that "the settlement is in the most perfect state of tranquility, and peace and plenty may be said to be its model."

The buffalo-hunting expeditions, for which Fort Garry and Red River were the basis of personnel, supplies and equipment, were all-important in the life of the old era in the West. Every year there were two, the summer hunt which began in June, and the autumn hunt which began in August. In 1820 the number of Red River carts (two-wheeled and built altogether without iron) which went from the settlement for the summer hunt was 540. In 1840 the number of carts was 1,210, and the number of mounted men, women and children in the great caravan, which set forth for that year's summer hunt, was more than 1,600. The operations were carried on in a thoroughly organized way, with strict discipline. Sheriff Ross, the chronicler of Red River, estimated that the summer hunt of 1840 cost £20,000 of capital outlay. No record of the old era in the West can omit mention of those buffalo hunts, on which the prosperity of that era was largely based.



ON THE RAMPARTS OF FORT PRINCE OF WALES.

FOLLOWING THE TRAILS OF THEIR FOREFATHERS.





THERE IS EXCELLENT FISHING IN MANITOBA WATERS.

Even in the time of the chartered supremacy of the Hudson's Bay Company the importance of the Bay was not identified exclusively with the fur trade and whaling. It was through the northern gateway the pioneers of agricultural settlement in the West made their entry. In 1811 Lord Selkirk, a truly Scottish combination of idealist, soldier of fortune and business man, having acquired a controlling interest in the Hudson's Bay Company, obtained from the Company a large area of land for the purpose of establishing an agricultural colony on the banks of the Red River, more than half a century before the West was added to the Dominion and the Red became a Canadian river. When, after Lord Selkirk's death, the grant reverted to the Company, the Kildonan settlement, whose southern boundary is three miles north of the City of Winnipeg, had become established, and sooner or later the colonization of the Western prairies was inevitable, Lord Selkirk had chosen well the land on which to establish his colony in a region of fertile prairie loam, with rich natural pasturage, a land which the Indians had named Manitoba, meaning the land of the Master of Life, the land of the Great Spirit. When the area which now constitutes the Provinces of Manitoba, Saskatchewan and Alberta was added to the Dominion, the Kildonan settlers, farming their long, narrow river lots, which in many cases had been divided into narrower lots to make holding for sons and grandsons giving each a frontage on the river, called the people who came up from Canada east of the Great Lakes "the Canadians," and the newcomers said that the Kildonan people "farmed on lanes."

The existence of Manitoba as a Province began on July 15, 1870. Half a year before that date, Rupert's Land and the old North-West Territory, not included in the Hudson's Bay Company's original charter, had become part of the Dominion. The territorial rights of the Company were surrendered in exchange for a payment of £500,000, and the title to one-twentieth of the lands in the area covered by the charter. Some of the French-speaking people of Red River were afraid, that the ending of the Hudson's Bay Company regime meant, that they were in danger of being deprived of their farms and of suffering other wrongs. Many influences combined to increase the uneasiness among them and they placed themselves under the guidance of Louis Riel, a headstrong young man who had been in college in Montreal. Riel had lived two years in the States, was eloquent in both French and English and "gifted with brilliant qualities of head and heart," as Archbishop Tache of St. Boniface wrote of him years later, "but of an insensate pride and unbridled ambition, which poisoned his intelligence." Early in November, 1869, Riel, having gathered about him a force of followers, marched in through the open gates of Fort Garry and took possession. He issued a declaration that he and his colleagues, styling themselves "the President and Representatives of the French-speaking population of Rupert's Land, in Council," would "guard it against a danger." The flag of "the Provisional Government" was raised over Fort Garry, and the developments of "the Red River insurrection" followed fast. It was, after all, apart from the murder of Thomas Scott, a comparatively small affair, but of great national



ON THE GOLF COURSE AT CLEAR LAKE,  
RIDING MOUNTAIN NATIONAL PARK.

importance. It fixed the attention of Eastern Canada upon the West, and the ready response to the call for volunteers for the Red River Expedition, which under the command of Colonel Wolseley came to Fort Garry in August, 1870, disclosed and strengthened the spirit of Canadian national unity. Riel and the remnant of his "Provisional Government" fled across the border before the arrival of the Expedition.

The deplorable trouble in Red River in 1869-70 began, in what was a natural, and in some measure justifiable, feeling on the part of a considerable element of the population against the transfer to Canada. That discontent was taken advantage of skilfully by Riel. The action of the Government at Ottawa immediately preceding the armed outbreak was injudicious, as the result of lack of understanding of the actual conditions, and some of the things done by agents and officials sent from Ottawa were still more injudicious and deplorable. But good judgment, and an admirable spirit of conciliation, were strikingly in evidence after the Province of Manitoba was duly set on its feet. The fact remained, however, that Manitoba was born as the fifth member of the family of Confederation, unlike her four sisters in being without possession and control of her heritage of natural resources. This was a basic provision of the Confederation pact, by which Ontario, Quebec, New Brunswick and Nova Scotia united to form the Dominion, that Federal authority should derive its revenues from indirect taxation and the Provinces should derive theirs from direct taxation and from the development of their domains—their natural resources. From the 1880's successive

*Right, Above*—ONE  
HUNTER'S TROPHY.

*Below*—A MANITOBA  
HIGHWAY.





GATHERING THE GOLDEN GRAIN IN MANITOBA.

Governments of Manitoba sought to have the Province placed on an equality of status with the original four Provinces in respect to its own domain. In 1930, the year of the Diamond Jubilee of Manitoba, the natural resources question was settled at last, and the ownership and control of all its natural resources turned over to the Province.

Threescore and nine years ago, when Manitoba was established as a Province, the journey of 1,400 miles by the Great Lakes and the Dawson Route from Prince Arthur's Landing, now Port Arthur (the latter a succession of wagon road and river and lake navigation), which the Red River Expedition had made to Fort Garry, was slow and laborious. Even by the railway route from the East via Chicago, the traveler was brought no nearer than four hundred miles to Fort Garry. The agricultural industry of Red River was limited, as there was no outside market. Yearly the long brigades of Red River carts travelled to St. Cloud, in Minnesota, carrying out furs and bringing back supplies. A considerable number of men in the settlement found employment in freighting across the border and to and from the Bay. The freight rate from St. Paul, before Red River became part of Canada, was 16 shillings per hundred pounds, payable half in cash and half in goods, and there was a duty of 4 per cent ad valorem on imports, except that on ale, wine and spirits a duty of 25 per cent was levied.

For eight hundred miles westward of Fort Garry stretched the plains, with no fixed habitations except the trading posts of the Hudson's Bay Company located at carefully chosen points. There were the beginnings of a settlement at Edmonton and there was a small community of people of mixed blood at Prince Albert. Upon the plains some 30,000 Indians lived their nomadic life. The total population of the newly-made Province of Manitoba, apart from Indians, as determined by the census taken in October, 1870, was 11,963, of whom 1,565 were white and 9,840 were of mixed white and Indian blood, of whom 5,757 were French-speaking and 4,083 English-speaking. Directly or indirectly almost the whole community lived mainly upon the proceeds of the buffalo hunting on the plains. In a few years those conditions had passed away forever. The West, in 1870, was an empty vastness, as General Butler described it truly in the title he gave his famous book "The Great Lone Land," which was published in 1872. Twenty years earlier Sheriff Ross wrote of Red River: "The colony is not only a mere dot on the mighty map of the universe, but a dot on the map of the Hudson's Bay region, a mere speck, an isolated spot in the midst of a benighted wilderness."

When the first Lieutenant-Governor of Manitoba, Hon. Adams G. Archibald, arrived at Fort Garry on September 2, 1870, he came by canoe from Pembina. The first party of immigrants arrived from Ontario in April, 1871. It consisted of eight men who had taken four weeks to make the journey. They arrived on a flat boat which they had navigated down the Red River from Moorhead, in Minnesota. One of the first things done, after the establishment of the

Province, was the construction of a telegraph line to Pembina. The first telegram was sent on November 20, 1871, by Lieutenant-Governor Archibald to the Governor-General at Ottawa. On April 3, 1875, ground was broken at Port Arthur, on Lake Superior, for the construction of "the Canada Pacific Railroad" to Winnipeg. In October, 1876, the first shipment of wheat, consisting of 857 bushels, was made from Manitoba. It went from Winnipeg by boat on the Red River to the end of the railway in Minnesota, and from there by way of St. Paul and Chicago to Toronto, where it was sold as seed wheat. The first train, over the first railway to be operated in Manitoba, made the run from Emerson, on the border, to St. Boniface on December 7, 1878. It was only in 1877 that the tri-weekly stage service, which had been begun in 1871 under contract with the Government, had become a daily service between Abercrombie, in Minnesota, and Winnipeg. By 1874 there were seven sternwheel steamers plying on the Red River. The appearance of the first of those steamers, the "Selkirk," owned by James J. Hill, of St. Paul, an active young Canadian who was destined to play an important part in railway development, meant the end of the old picturesque cross-country freighting by caravans of loudly-creaking Red River carts.

The formation in 1879 of the St. Paul, Minneapolis and Manitoba Railway Company, under the presidency of George Stephen (who later became Lord Mountstephen), with James J. Hill as general manager and Donald A. Smith (later Lord Strathcona), who had succeeded Sir George Simpson as Governor-in-Chief of the Hudson's Bay Company, as one of the board of directors, inaugurated an undertaking which had developments culminating in the completion six years later of the Canadian Pacific Railway from Montreal to Vancouver. The first Canadian Pacific train from the East arrived in Winnipeg on July 26, 1881, and the first transcontinental train from Montreal to Vancouver passed through Winnipeg on July 1, 1886. The year 1896, saw the beginning of the Canadian Northern Railway, and 1904 the beginning of the Grand Trunk Pacific. These two systems eventually were merged in the Canadian National Railways.

The growth of Winnipeg, incorporated as a city in 1873, has kept pace with the development of the West. The second city of Manitoba, Brandon, which began as a city of tents in 1880, is the most active agricultural centre in the Province, a progressive city with a large volume of business. More than thirty years ago, on account of the great quantities of wheat marketed there, it became known as the Wheat City. St. Boniface, the third largest city in the Province, is an important commercial and manufacturing centre, linked by bridges with Winnipeg. Portage la Prairie is a solidly built and prosperous city, and, like Brandon, is the centre of a district in which diversified agriculture is carried to its highest stage of development. Selkirk in the 1870's was a rival of Winnipeg. For several years it was thought the Canadian Pacific Railway would cross the Red River there. The first settlers went into the Morden district in 1874. The settlement of the Neepawa and Souris districts came soon afterwards. It was not until the building of the Canadian Northern that the development of the Dauphin district began to go forward rapidly. In Carman, Dauphin, Minnedosa, Morden, Neepawa, Selkirk, Souris, Stonewall, The Pas and Virden, to name only these, Manitoba has thriving business centres.

Manitoba, whose boundaries have been extended twice since 1870, was, for long, comparatively inconspicuous on the map of Canada, but it was never politically unimportant. Again and again it has produced issues of the first magnitude in the Dominion political arena. In this brief outline there is not room for mention of the most important political, religious, educational and industrial developments, for the Province's distinguished record in the Great War, or for the progress made in agriculture, in manufacturing, mining, fisheries, lumbering and other activities. It is a Province of vast, varied and valuable resources, whose continued, increasing development will be of essential service in furthering the progress and welfare of the Dominion as a whole.

BRANDON,  
MANITOBA

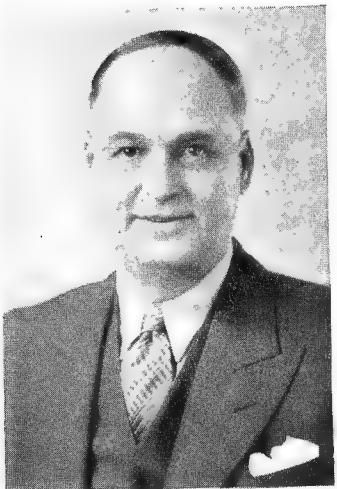




*Above*—IN THE HEART OF WINNIPEG. THE GRAIN EXCHANGE IS THE LARGE  
BUILDING JUST TO THE RIGHT CENTRE OF THE PICTURE.

AIR VIEW OF PART OF WINNIPEG, SHOWING THE CITY HALL IN THE LOWER CENTRE,  
THE RED RIVER, AND BEYOND, ST. BONIFACE.





GREETINGS FROM  
HIS WORSHIP

*John Queen*

MAYOR OF  
WINNIPEG



JOHN QUEEN  
MAYOR



30th March, 1939.

To Winnipeg's Visitors  
Royal Welcome Week  
May 20th to 27th, 1939.

friends and neighbors,

The visit of King George VI  
and Queen Elizabeth to Winnipeg, is an outstanding  
event in the history of this City.

Our citizens are glad to join in welcoming  
Their Majesties on this the first visit of a reigning  
sovereign to Canada, and we are particularly pleased  
that His Majesty will broadcast a message to the Empire  
from here.

It is gratifying to know so many visitors  
from different parts of Manitoba, as well as from the  
United States, are joining with us in extending a hearty  
welcome to our Royal Guests. To all our visitors I  
would like to express a personal welcome to Winnipeg  
during Royal Welcome Week. Much entertainment has been  
planned for you, and it is my sincere hope that you will  
stay with us long enough to see the many beauties of our  
city and enjoy to the full the varied activities of this  
memorable occasion.

It will indeed be a Royal Welcome Week!

*J. Queen*



ALL THAT REMAINS OF UPPER FORT GARRY.

## FROM A FORT TO A METROPOLIS

*By Margaret McWilliams, author of "Manitoba Milestones"  
and alderman of the City of Winnipeg*

**W**HENEVER wishes to understand the spirit of Winnipeg must think of its history as of a series of adventures in which men and women of the stout heart and courageous spirit of the true adventurer have played the leading roles through the two hundred years of its history. Its site Winnipeg owes to the fact that the confluence of its two rivers—the Red and the Assiniboine—offered to the early explorers and traders comparative ease in the protection of their rude forts. Around these forts the early struggles of the fur traders were fought. Here the Hudson's Bay Company established Fort Garry from which it ruled the West. Anchored to the fort Red River settlement came into being up and down the banks of the rivers, peopled first by the hardy Selkirk settlers and then by the men and officers of the Company. As island colony holding the West for the British Crown the Fort and settlement remained for forty years all but unknown to the outside world.

Out of all this came Winnipeg, whose actual beginning may be traced to that day in the summer of 1862 when one of the new citizens trickling in from Canada and the United States



*Above*—PART OF WINNIPEG'S BUSINESS SECTION.

*Below*—GENERAL AIR VIEW OF WINNIPEG, LOOKING NORTH, WITH THE RED RIVER  
WINDING ITS WAY TOWARDS LAKE WINNIPEG.





SAILING ON THE RED RIVER, MADE FAMOUS BY WHITTIER'S POEM, "THE VOYAGEUR."

began to build the first house not on a river lot but at the spot which is now the corner of Portage Avenue and Main Street. Ridicule was poured on the man who thought it possible to live back from the river, but he had caught the vision of the future. Speedily other houses came to cluster around the first. Eight years later Manitoba was entering the Dominion of Canada with Winnipeg as its capital, and the first Legislature was meeting in the little town.

But soon it was not the doings of its first Legislature, nor of the far-away Federal Parliament which was absorbing Winnipeg, but rather its own rapid development. Nothing but a reading of the breathless records of this decade can give any idea of the changes which came almost over night. For Winnipeg, the year 1873 must always be a landmark, for on November 8 nineteen hundred energetic and enthusiastic citizens finally induced the Legislature to pass the act making Winnipeg an incorporated city. Just about the same time, the building of a railway from Winnipeg to Pembina, to meet the American railway advancing to that point, was undertaken. Already there was regular steamboat communication with the south, but more transportation was essential for the increasing population. Financial difficulties brought some delay, but on December 7, 1878, the first train arrived at St. Boniface. Regular mail service began a month later.

Then, suddenly, the future of Winnipeg seemed to be threatened. Discussion of the building of the Canadian Pacific Railway had been in the air for some years. Now the surveys were actually being made. The absorbing question was where would the railway cross the river. It was known that the engineers favored Selkirk, 25 miles to the north, but that crossing would spell the ruin of Winnipeg. A year or two before the new city council had refused any help to the C.P.R.'s effort to build a transcontinental. Now thoroughly frightened, it offered to build the Louise bridge, over which for years the trains crossed the river; to exempt the road from taxation, and to close cross-streets for two miles, thus creating a barrier which ever since has separated north Winnipeg from the rest of the city. The threat to the city faded away, and it had time to note with astonishment that its wheat, which had first been shipped to Ontario for seed purposes in 1876, was now, a year later, in demand in Europe.

It had time, too, to build a new city hall on the site of the present Royal Bank Building; time to begin laying its sewers; to establish schools and assist in organizing its university; to build several churches and the first unit of the General Hospital; time to found a curling club, dramatic and literary organizations and even a dancing club; time to build the Queens' Hotel, still standing near the corner of Portage Avenue and Notre Dame Avenue; time to arrange a great celebration for the coming of the Governor General, Lord Dufferin, and his wife; time to welcome and encourage all manner of youthful business adventurers coming to Winnipeg to buy and sell what a thriving young city needed; time to talk to the legions of newspaper men eager to write of this newest spot in a new world.

So affairs moved swiftly to that day in July, 1881, when the first C.P.R. train entered the city bringing the Prime Minister of Canada, Sir John A. Macdonald, to join in the celebration as the dream of being a great centre on a railway running from coast to coast over Canadian soil began to fulfill.

So, too, the stage became set for the most spectacular event in the history of Winnipeg, still spoken of as "the Boom." This was a time when all restraint was removed from speculation in land and men from far and near joined in a scramble for wealth they had not earned. No story of that period of 1881-82 is too fantastic to be believed. Under the stimulus of the boom, Winnipeg grew-a-pace until its very excesses brought the land speculation to a sudden and disastrous end. When life resumed its normal way, it was found that while a few wise men had quietly taken their profits the majority were left with land worth little and intolerable burdens of financial obligations.

Yet the results were not altogether bad. Much building, much expansion of services had taken place under the impetus of the boom. There was a new court house, a new parliament building, a new government house and hundreds of new homes—a total of \$5,000,000 worth of new buildings. There were also street railways, a system of gas lighting, improved water works and a telephone system. The population of Winnipeg doubled in 1881, reaching the 15,000 mark, and the civic assessment trebled.

But while much of this improvement remained, the violent reaction dimmed men's minds for a time the fine promise of growth and prosperity founded on the less easy but much firmer basis of agricultural development in the province and wholesome industry in the city.

For the next fifteen years Winnipeg had a slow but steady growth, during which the population of the city more than doubled. It was a time of conservation, of maintainence, rather than development, though progress was not lacking. The first electric lighting, the first daily train service to the east, the Winnipeg Grain Exchange, the spectacular fight which ended the railway monopoly, and the first electric street railway all date from this period. But it was without doubt a time of great disappointment to those who had come west with high hopes of sharing in the exhilarating experience of building a city rapidly. Looking back, however, it is seen to be a time of preparation for another adventure in growth. Slowly but surely a new day was coming.

In 1896 a new government, with Sir Wilfred Laurier as prime minister, came to power at Ottawa. It was part of the West's good fortune that a member of the Manitoba Government, Sir Clifford Sifton, should have been chosen as Minister of the Interior with control over immigration. It was also part of Winnipeg and the West's good fortune that Sir Clifford was able to express their needs with understanding and vigour, and that he turned all his energy to supplying the West's great lack—settlers to cultivate the prairies.

Ridicule came from many quarters when it was announced that settlers would be sought first in the United States. A vigorous effort to bring the knowledge of Canada's free land to Americans proved that thousands of young men were eager for the opportunity offered. Where the immigration records of 1896 showed no Americans coming to Canada to settle, there were almost 2,500 the following year. The number rose steadily until in the record year of 1913 139,000 Americans came seeking homes, practically all of them bringing goods and money with them. But long before that year the tide had set in from other countries, Great Britain first, and after that from the entire European world until in the year 1913 the total immigration into Canada reached 400,000 souls.

Generally these immigrants came to Western Canada. Most of them passed through Winnipeg, through which all roads from east to west must run. What the mere business of transporting all these people into the new areas, of supplying their first needs meant, it is difficult now to

ST. BONIFACE  
CATHEDRAL  
WITH ITS  
"TURRETS TWAIN."



imagine. It brought about the building of two more transcontinental railways, a never failing source of work for wages for the new settlers—most welcome to those who came from Europe with little money. It carried the Canadian Pacific Railway into a feverish building of branch lines.

It is what happened in Winnipeg as a consequence of this tremendous expenditure that the true mirror of the effect of this movement of people from all over the world, is to be found. The city became the business centre and the source of supply for all the prairies. If through her poured the stream of immigrants, through her also poured the streams of manufactured articles which went to supply their needs; and through, on its journey to the markets of the world, went the ever-increasing stream of wheat. Of them all, Winnipeg took toll for services rendered. In the minds of her citizens the idea became fixed that it was as a distribution centre that Winnipeg would have a great future. To perform these services thousands of people flocked to Winnipeg. In the five years from 1901 to 1906, Winnipeg grew from a city of about 40,000 to one of more than 100,000. Before the coming of the War that 100,000 had been more than doubled. The journey from fort to metropolis was being accomplished.

The effect of all this growth upon civic enterprize was enormous. In the middle of the decade the city council decided to embark upon the enterprize of supplying cheap hydro-electric power in competition with an existing private company. Five years later the first power was delivered in Winnipeg, and the price which had been cut to ten cents fell at once to three cents a kilowatt hour. Once the civic hydro system was successfully established, the city undertook to bring a first class water supply from Shoal Lake, part of the Winnipeg River chain. Only four communities in all the world have gone to a greater distance to seek good water. Flowing through 96.5 miles of concrete conduit and iron pipes, the water comes all the way under its own pressure.

The same confidence induced the provincial government to undertake enterprizes which proved beneficial to Winnipeg. A new court house in the city and a new agricultural college close at hand were not completed before the great project of the new Parliament Buildings—one of the most beautiful buildings on the continent—was undertaken. Private citizens acted under the same compulsion. Beautiful new residence areas sprang up. Churches sold their valuable down-town properties and built handsome new churches up-town. Banks, stores, and great corporations built themselves new homes. Schools were erected, and a fine, new theatre. Tall office buildings, elevators, flour mills, factories, changed the sky line of Winnipeg entirely. Everywhere was movement and life.

Nowhere was this more apparent than among the men in the industrial and commercial life of the city. New enterprizes enjoyed success beyond the greatest hopes of their originators. In manufacturing, of which before this period there had been very little, there was now steady development, so that by the end of the first decade the output had reached \$32,000,000 annually, which placed Winnipeg as the fourth manufacturing city of Canada.

With a single-minded enthusiasm the city and province entered into the War. In a spirit of determination they continued until the end. It is impossible to separate the share of one from the other, but the city certainly did its full part in carrying the burdens so willingly borne. From the beginning to the end there were enrolled for active service 66,234 men and 171 women. Of the 52,000 Canadians who made the supreme sacrifice 7,813 went to war from Manitoba, and that at a time when her population was only 57% British.

In Winnipeg the difficulty was not to find workers but to give employment to all the hands which were offered for work. In these years no appeal for aid went unanswered though in addition to the principal, national, provincial and civic funds, there were countless smaller ones. It is not, however, the services rendered at home or the material givings which are now recalled and talked about. It is rather the heroic effort of those who went overseas. Especially is pride felt in the fact that 18 Manitoba men won the Victoria Cross. By a curious coincidence three men, unknown to each other, went to war from a single street in Winnipeg and each won this order. The street on which they lived has been named Valour Road in their honour.

With the ending of the war, the city gradually resumed its normal ways. In common with the rest of the world it felt the prosperity of the first upsweep of prices, and after that the difficulties consequent upon the world decline in agricultural prices



WINNIPEG'S CITY HALL AND  
VOLUNTEER MONUMENT.



IN KILDONAN PARK—ONE OF WINNIPEG'S NATURAL BEAUTY SPOTS.

on which the city so much depends. If the people of Winnipeg were a little slower than the producers of the province with their pool organizations in recovering from their disappointment, it was not long before the foundation upon which the city's next advance was to be based became clear. Winnipeg's great asset was now seen to be cheap hydro-electric power. This fact was, perhaps, first recognized when a group of New York capitalists undertook a large development of power on the Winnipeg River—an investment which five years later reached \$14,000,000. The Winnipeg City Hydro followed suit, and the Slave Falls plant was the result. The Winnipeg Electric Company later undertook a large development at Seven Sisters.

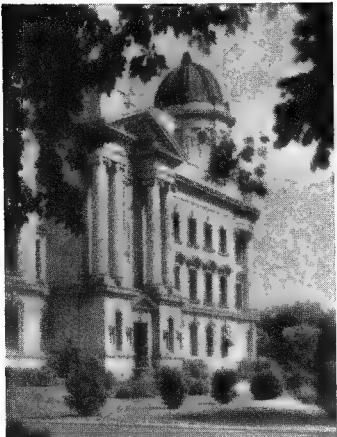
This, too, was the time of the return of the Hudson's Bay Company to a leading place in the commercial life of Winnipeg with its new store on Portage Avenue, generally acknowledged to be one of the finest on the continent. The fur trade which had once been the chief business of this company even in the area in which Winnipeg now is, reappeared in the same area in modern guise in the numerous fur farms which are dotted around the outskirts of the city.

The old dream that Winnipeg would be the great distributing centre for the Canadian west began to fade not long after the opening of the Panama Canal. But the presence in plentiful quantities of the cheapest power on the continent helped Winnipeg to slip easily from that dream into a new one—that of being the manufacturing centre for the prairie west. Once seen, that dream made rapid strides towards fulfilment in the good days before the depression, was never lost sight of even in the darkest days, and is returning to a foremost place in the business life of the city. The value of manufactured products has climbed to \$85,000,000, and is on the way up.

The depression years brought to Winnipeg in perhaps a more marked degree than it did to cities not so dependent on farm production, a

INSIDE THE WALLS OF LOWER FORT GARRY.





MANITOBA LAW COURTS BUILDING.

weathered successfully the lean years. To Winnipeg come sooner or later all the great figures in the world of music. Its musical festival, interest in which never falters, is ranked by judges from Great Britain as one of the finest in the English-speaking world. There is a flourishing Art School and several Winnipeg artists have pictures in the National Gallery. In recent years there has been a keen interest in the organization of study groups interested in art, the drama, poetry, history, economics, science and world affairs. In the national drama festival Winnipeg actors have won recognition as among the best in Canada.

Now as confidence springs once more that the shadows of the depression years will pass with the passing of war fears, it is to that most recent business adventure the modern enterprize of travel and transport by air that Winnipeg looks as the basis of the next forward move in a new chapter of its history. With a modern airport for the convenience of commercial and private enterprize jointly developed and owned by the city and its suburb of St. James, Winnipeg already finds itself an important station on air routes. Just what it will mean to Winnipeg to be thus in close touch with all the business centres of the continent has not yet perhaps become fully apparent.

It is, however, the application of air transport to the industry of mining that most stirs the imagination. The development of producing mines, the opening of prospects in the pre-Cambrian shield which spreads over the northeastern part of the province, has been going on apace for the last dozen years with much resultant benefit to Winnipeg. In this area are already six gold producing mines, and two large deposits of copper. The development of the larger of the two has brought into being a town of 5,000 people. In the progress of this new industry Winnipeg shares directly through the supplying of necessary machinery and goods, it being the natural port of entry.

IN THE CONSERVATORY,  
ASSINIBOINE PARK.



sad curtailment in every line of business, and a tragic load of unemployment relief. As a result of works undertaken for the relief of unemployment, and thus assisted by both federal and provincial government, the city has now a fine auditorium with two beautiful concert halls, an art gallery and a natural history museum. It has three fine new bridges, one over the C.P.R. tracks and two over the rivers. Possibly even more important to the residents of the city is the new modern sewage disposal plant, also built as a relief works. By means of it the beauties of the river and river sports will be once more available to Winnipeg. Plans for beautifying the river banks await only the money for their development.

In dark days as well as fair, Winnipeg has kept in the forefront its concern for its intellectual and cultural life, which, considering that it is so distant from any other large city, maintains itself at a high level. The variety of its population has led to an interest in and a knowledge of international affairs which astonishes visitors from overseas. The University has grown until it is the third largest in Canada. Three large private schools have

The pace of this development has been much quickened by the application of air transport to this furnishing of supplies since that day in June, 1926, when the first flight into any mining area in Western Canada was made from close to Winnipeg into Red Lake. On May 15, 1928, the first gold bullion ever shipped by air was brought from Central Manitoba Mine into Winnipeg. Now, eleven years later, when machinery is needed it goes by air; so do the prospectors and their crews; and so likewise do such hitherto unknown luxuries in mining camps as cut flowers and fresh fruit and vegetables. All of this business centres in Winnipeg. Its development seems bound to play a large part in the next step forward of this metropolis of Western Canada.

Hence with the conviction that new and stirring adventures await her in the future as they have come to her in the past, Winnipeg awaits the coming of their Gracious Majesties with affectionate loyalty, and the new days that lies before her with confidence and hope.

# *My Own Story of*

## **THE ROYAL VISIT**

*These two pages were left blank for you to write in your own story of the Royal Visit, or as a scrap book for souvenirs of the occasion, stamps and other items of personal interest. Use pen and ink when writing and make this book your personal record*









